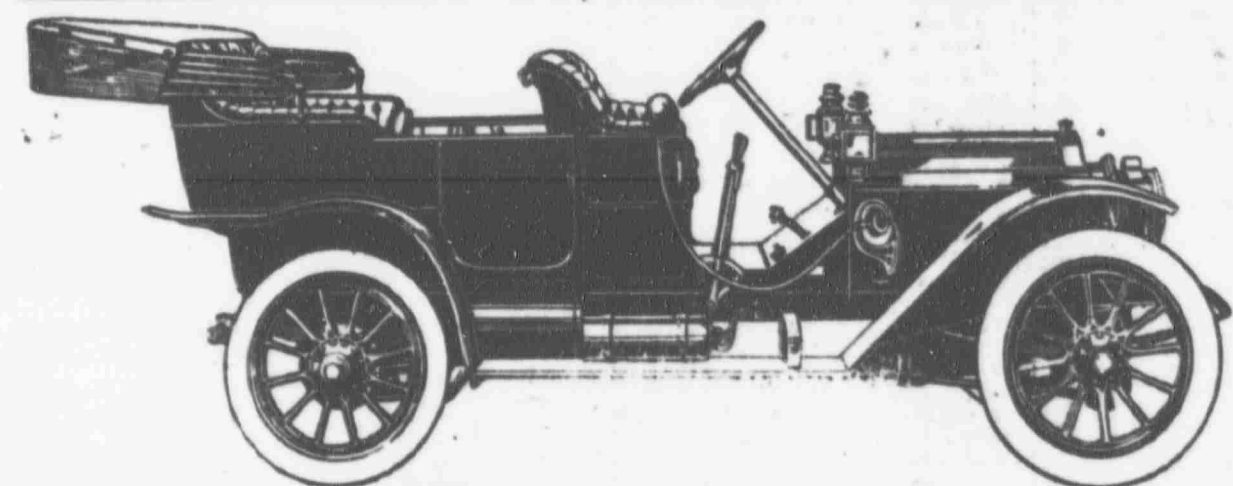


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AMONG THE AUTOMOBILISTS

TWENTY-FOUR HOUR RACE STARTS TO-NIGHT.

Charles Bate Replaces George Robertson as One of the Simplex Drivers—Two Buicks and the Fiat Regarded as Likely Winners of Long Contest.

Most of the drivers that have been named to pilot the twelve cars that are to compete in the Motor Racing Association's twenty-four hour race which starts to-night at 8 o'clock at the Brighton Beach Motorodrome had their cars out for practice yesterday. The race, which is the first speed event to be run in this neighborhood this year, is to be a continuous affair and is to be run without interruption until 8 o'clock to-morrow night.

While the racing enthusiasts and members of the local press have done a lot of talking about the race, there have been very few reports of bets made on the probable winner. The Simplex had been figured as a probable winner owing to the fact that George Robertson and Al Poole, who drove it to victory last year in one of the Brighton races, with a score of 117 miles, were named to drive again. Now that Robertson will not be able to drive, however, the Simplex admirers are not so confident of victory. Robertson has not recovered sufficiently from a slight indisposition to do his share of the driving and his place is to be taken by Charles Bate, well known as a Renault and Matheson driver.

With the Simplex in the race without Robertson, the general trend of opinion yesterday was that first honors were likely to be fought out between the Fiat and the two Buick entries, with the two Stignans having many admirers. The Fiat will be handled by De Palma and Parker, both of whom are veterans at twenty-four hour racing with Fiat cars. One of the Buicks will be driven by Louis and Arthur Chevrolet and the other by Robert Burman and George DeWitt. Ralph Milford and Cyrus Patechke, who drove the Lozier that won the last Brighton twenty-four hour race with a score of 116 miles, are to handle one Stignan car, and Ray Howard and Frank Dearborn are to alternate at the wheel of the other.

The other drivers and cars are as follows: Rainier, Louis Disbrow and Wallace H. Brown; Marlin, Lewis Strong and Gilbert Anderson; Hupp-Boekwiler, Montague Roberts and Stanley Martin; Cole, William Endicott and Louis Edmonds; Seiden, George Mack and Thomas McMahon; Croston-Kee-ton, William C. Sperry and C. H. Lund.

HARRISBURG, Pa., May 12.—The technical committee and David Beemer, representative of the A. A. A., to-night completed their report on the manufacturers' division of the fourth annual endurance run of the Motor Club of Harrisburg, and the honors were awarded to a Pullman driven by Herbert Kline-Kar and a Maxwell. In the intermediate classes A, B, C and D, The Pullman, Kline-Kar and Maxwell came through with perfect scores. The intermediate, though first in its class, suffered a penalty of eleven points.

The Pullman winner in class A was driven by Norman Gallatin. Second place in this class was won by a Franklin, driven by John Burns, with only three points off of W. W. Vandergriff drove the intermediate winner in class B. An Enter car with H. L. Brownback as driver, was second, with 30 points.

The Kline-Kar winner in class C was driven by its designer, James A. Kline, who brought it through without a point to the last. Second honors in this class were taken by a Pullman driven by Herbert Welker. The winner in class D was a baby Maxwell entered by Andrew Redmond of Harrisburg and driven by A. D. Rowe, a perfect score. A Kline-Kar was second, having been penalized five points.

DISCO, Ill., May 12.—But a few hours running intervals between the 1910 Glidden tour pathfinder and the end of its journey north from Cincinnati to Dallas and south to Chicago. The Chalmers "30,"

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Four Cycle
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The motor of the Everitt "30" has 156 less parts than its nearest competitor. The same degree of simplicity is embodied in all the rest of its mechanism. The result is a car which is unusually economical to run and maintain and easy to operate. This is why the Everitt "30" is the ideal family car.

The Everitt "30" is the only car in the moderate priced class with a Detachable Demi-Tonneau Body. The DETACHABLE DEMI-TONNEAU BODY is a four passenger tourabout, convertible into a two passenger runabout. The Everitt "30" is also made with full five passenger touring body.

It will be our pleasure to show you the Everitt "30," explain its construction in detail and to give you a demonstration. Call at any one of our branches now, while we can still make prompt deliveries.

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which has carried Dr. H. Lewis, the American Automobile Association scout around the route, was not at Davenport, Ia., by Charles E. Gregory, representing the Automobile and Motor club of Chicago. They are piloting the pathfinder over the last lap of the trip. The route selected for the Glidden contestants in June passes through Rock Island, Moline and Sterling between Davenport and Dixon, which reached the evening. The car covered 134 miles from Iowa City to-day, with a four hour stop at Davenport. An early start will be made to-morrow morning and the pathfinder and its escort will reach Chicago early in the afternoon.

HOOVER, May 12.—The bill relative to motor vehicles and the operation thereof was passed to third reading in the House to-day without debate and on a voice vote. The measure as reported excused chauffeurs from wearing their badges in a conspicuous place, but compels them to sound a horn at every crossing. Legislators who believe

that autolists should be allowed to equip their cars with any sort of noise implement they choose brought a hundred or more horns and whistles to the State House to-day for use in debate. After they had held a rehearsal in the House reading room Speaker Walker decided that horns and whistles couldn't be brought into the chamber. The opponents of the bill announced that they will fight the measure on the question of passing to be engrossed.

Gov. Crothers has appointed John E. George of Queen Anne's county State Automobile Commissioner of Maryland. The new commissioner will have charge of the enforcement of Maryland's recent motor vehicle law and will have an office in Baltimore. The principal features of the new law are as follows:

It will not be necessary for any owner of a motor vehicle to use a certificate of registration under the new law until July 1, after which it will be a serious offense to operate a car without the registration number tags to be furnished by the new

commissioner. Under the new law dealers and manufacturers of cars may register their cars separately or may secure a certificate assigning them a definite number on their cars for \$24 a year. They can use these numbers interchangeably, but can never have more than four in service at one time. If they wish to use more they must pay \$8 a year for extra numbers and furnish the designated number themselves. These particular tags are to be for cars used only for demonstrations and not those for pleasure or for hire.

After July 1 no person shall operate a car without an operator's license. This applies alike to owner, chauffeur, members of owner's family and all others. The only exception is when an unlicensed person is being instructed. Operator's licenses will not be granted to persons under 18 years of age except after a special examination. The fee for the operator's license is \$2 and it need not be renewed annually. Present chauffeurs' or owners' licenses will be accepted as evidence of ability, and no charge will be made for certificates. Ex-

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BRIGHTON BEACH 1907	★ Lozier		De Dietrich—Matheson—Darracq—Delahaye—Oldsmobile—Plain—Frayer—Miller—Stoddard—Dayton—Jackson—Welch—Oldsmobile—Mitchell—Studebaker.
MORRIS PARK 1907	★ Lozier		Packard—De Dietrich—Hotchkiss—Allen—Kings-ton—De Dietrich—Matheson.
BRIGHTON BEACH 1908	★ Lozier	★ Lozier	Simplex—Stearns—Thomas—Renault—Garford—Acme—Allen-Kings-ton—Fiat.
BRIGHTON BEACH 1908	★ Lozier	★ Lozier	Fiat—Stearns—Renault—Thomas—Renault—Thomas—Zust—Acme—Garford—Cleveland—Allen-Kings-ton.
BRIGHTON BEACH 1909	★ Lozier	★ Lozier	Palmer-Singer—Buick—Rainier—Matheson—Buick—Rainier.

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